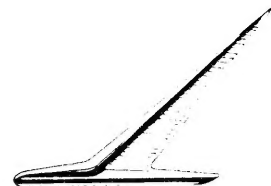


# The

# Falcon

# News



Monthly Newsletter of THE FALCON CLUB OF AMERICA

Vol. IV, Number 7, February, 1983

The Falcon Club of America, Inc., is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979, and it is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR 72076.

The Falcon News is published monthly with information from its members. All ads must be sent to the Editor by the 15th of the month, limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

## Falcon Club of America Officers

**President:** Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

**Vice-President:** Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.

**Secretary:** Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

**Treasurer:** Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

**Tour Chairman:** Pat Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076.

**Editor:** Raymond D. Roberts, 12272 W. Atlantic Drive, Lakewood, CO, 80228.

**Partsmaster:** James F. Hatcher, 8301 W. 92nd Terr., Overland Park, KS, 66212. (SASE required for reply)

**Chapter Coordinator:** Tom O'Dell, 417 Valley View, East Alton, IL 62024

## Board of Directors

Tom O'Dell, 417 Valley View, East Alton, IL 62024, 5 year term.

Shrable Williams, Rt. 5, Box 999, Benton, AR 72015, 4 year term.

Glen Blubaugh, 5420 Buchanan Trail E., Waynesboro, PA 17268, 3 yr. term.

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis TN 38134, 2 yr. term.

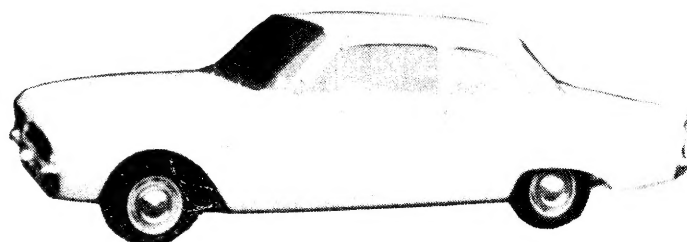
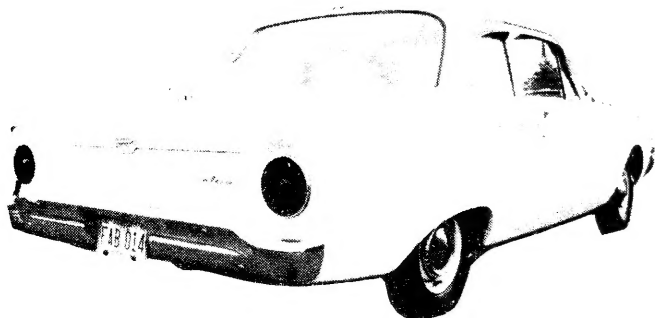
Barby Brunken 6577 Patrick. Dallas, TX 75214, 1 year term.

**Note to All Members:** The club will send out notices to each member the month before their membership expires. Be sure to send your renewal in early to retain your original membership number. If a member does not renew one's membership within 90 days after it has expired, the membership number will be placed in the inactive file and will no longer be used by the club.

## The Club Store Items:

Memo Pad (Falcon Club of America printed on them)	.50
Key Chain (Falcon Club of America, Red on White)	.50
Hat	5.00
Decal (National Club window decal)	1.00
T-Shirt (Children S-M-L, Adult S-M-L-XL)	5.50
Patches: National Club patch (3" round)	2.00
Ford Falcon (Oval, Blue and Gold)	2.00
Falcon (Rectangular, 2" x 4", Red & Gold)	2.00
Sweat Shirts (Men's, Ladies, Grey with Red)	12.00
Ladies Blouses	7.50
V-Neck T-Shirts (Large only)	7.50

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Drive, Jacksonville, AR, 72076.



## PRESIDENT'S MESSAGE:

The National Meet is not that far away! Take a little time and make your plans for it now.

Tom O'Dell, Senior Board of Director, is the man who needs to know what you want to present at the business meeting at this year's National. Write him at 417 Valley View, East Alton, IL, 62024.

Chapter Presidents: write me if your chapter is interested in the hosting of the 5th Annual National Meet.

Read Ken Kowalk's letter elsewhere in this issue. This is what your Falcon club is all about. Get with your neighboring Falcon owners and enjoy!

President Roy Sword

## COVER PHOTOS:

1960 tudor. Owner Bonnie A. Stringer, #938, of Long Beach, Mississippi. See Members Write. Left photo by Roger C. Roberts, right photo by Bonnie.

## COMMENTS FROM THE EDITOR:

Kenneth M. Hustvet, #200, has written me several interesting letters concerning the "pure stock" aspect of our hobby of Falcons. Kenneth has two of the nicest Falcons that you will ever see. Photos of his Falcons will be coming soon. We have another member who thinks that "pure stock" is the wave of the future: Richard W. Kitterman, #360, is preparing a guest editorial on this subject. Richard has a '63 that he purchased new and a '65 Sprint too. Watch for Kenneth's pictures and Richard's guest editorial soon!

What you see is not from our new printer. I have been detailed to work in the Western Region offices of the Post Office for this month and the next two. This issue was dumped into President Roy's lap.

Thank you President Roy for getting this issue put on the road. Next month our printer will start doing things the right way. The cost of the FN will go way up but it has become a necessity. We are going to let the printer work out what he wants in the way of format so look for some nice things to happen to your FN. I hope my not being at home will not cause too many delays with the FN. I was not exactly thrilled with going to California and I can not print what the wife thinks. It should give me a chance to meet some of our Northern California members.

## UPDATE:

Lone Star Chapter, Dallas, Texas: Meeting every 3rd Sunday. Call (214) 826-1207

Founder's Chapter, Arkansas: Last Sunday in Feb. at President Ben Sivils in Russellville. 12 noon with a potluck dinner.

Jan 28 - 29 (luck if this issue makes this possible) Swap meet. Nashville Georgia. (912) 686-2102 after 6 PM

June 5th: North-East Mini Meet. Burlington, VT, to be held under cover from 10 to 5 in the South Winoski Ave parking garage. Co-host is Nordic Ford. For more information send a SASE to Howard Stearns, #714, 4 Faith St., Burlington, VT 05401

Aug 12-13: 4th Annual National Meet. Dallas, Texas, North Park Inn. Hosted by the Lone Star Chapter. For more information call (214) 826-1207

## CHAPTERS:

### DIXIELAND CHAPTER

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134

### THE LONE STAR CHAPTER

Barby Brunken, 6577 Patrick, Dallas Texas 75214

### THE FOUNDER'S CHAPTER

Ben Sivils, RT 4, Box 521K, Russellville, Arkansas 72801

### THE GATEWAY CHAPTER

Tom O'Dell, 417 Valley View, East

Alton, Illinois 62024  
 THE ROCKY MOUNTAIN CHAPTER  
 Carl MacDonald, 1765 Carmel Dr.,  
 Colorado Springs, CO 80910  
 NORTHWEST FALCONS CHAPTER  
 Edward G. Murphy, 100-137th S.E.  
 Everett, WA 98204  
 Sacramento, CA, area:  
 Jack Edward, 11171 Old Pond Rd.,  
 Grass Valley, CA, 95945

#### CHAPTER NEWS:

DIXIELAND CHAPTER: The new officers for the year are: President: Fleming Horne, Vice President: Dale Hastings, Treasurer: Billy Churchman, Activities: Dale and Harriette Hastings.

At the November meeting we welcomed two new members and voted to participate in the Bartlett Christmas Parade.

The December meeting was held at a pizza parlor. The Chapter decided to participate in two indoor car shows in January. The Chapter will display at the Memphis Custom Auto Show, Jan. 21-23, and will have six Falcons on display. The next weekend, we will enter the Nifty Fifties Cruisers show for charity at the Memphis Fairgrounds. The Nifty Fifties have agreed to sponsor a class for Falcons only, and we have guaranteed a good number of Falcons to display. The January meeting will be held at the show.

#### MEMBERS WRITE:

Cover car: I have been a Falcon lover as long as I can remember. I also am an antique car lover. My Grandmother gave me her Falcon and I told everyone that the Falcon was my antique car to be. Of course I was laughed at, including my parents! In August of 1980 I joined the Antique Auto and Engine Club of Mississippi...they began to take me as serious. I showed my Falcon for the first time in August of 1981. Now it was known that I was not kidding.

One of the club members showed me an article on Falcons and it included the address of the Falcon Club of America. I wrote and joined. I was delighted to

find other Falcon freaks in the world! My Falcon is extra special to me since my Grandparents bought it new in 1960. I have all of the original documents and have tried to keep the car as original as I possibly can. I really enjoyed the National Meet in Memphis this last summer. All of those Falcons in one place was chilling, and the people, Glen Blubaugh, Gary and Joan Fuerst, Vernon and Myrtle Quinn, Howie and Luz Wheeler, the Swords, the Hornes, and so many others were all more than fantastic! I can't wait until next year's meet! I want to see all of these wonderful folks again and hope to meet many more. Hope to see ya'll there!  
 Bonnie Stringer #938

Just a few lines I would like to share with the Falcon News, about the beautiful people we have in our club.

My wife and I would like to say thank you in print to the Frank Swords, Hershel Kruise, Joe Robbins, and Russell Hoeksena and their families:

#### THANK YOU!

These members are very helpful, and the most caring people we have ever had the privilege of meeting.

A word of thought for the remainder of the members: We have a membership directory, please use it! We did. You will be delighted in the new friendships, and just talking about Falcons. That is what our club is about!

Ken Kowalk #121

I agree that there should be just one Falcon Club. The best way to preserve anything of value is with one joint effort. One of the hang-ups seems to be recognition of the 1966 to 1970 models. I, myself, am not a great fan of these years. The Falcon did seem to have an identity problem in 1966. However, that does not mean that it is not a Falcon. Ford Motor Company put the Falcon script on them and if they say Falcon, then that is what they

are. The same goes for the Club Wagons. Excluding them would be like severing a limb from the family tree.

Another problem seems to be the FCA Chapter rules. We all have some things we disagree on but the majority of members agree that the chapter rules are fine the way they stand. When, and if, a change should be made, proper channels should be used just as in any other organization. United we stand, divided we fail. We fail to live up to the purpose for which the club was organized, to work in fellowship toward preserving the Ford Falcon, 1960 to 1970 inclusive.

Dave Jones #528

ETC:

1982 National Meet Souvenir T-shirts: \$8.00 each, including postage. Small, med., large, and X-large. Some childrens sizes. Please specify size. Order from: Dixieland Chapter, c/o Fleming Horne, 7645 Memphis-Arlington Road, Memphis, TN 38134

John Dee Baker, #55, of RD #2, Shippenville, PA, 16254 (814) 782-3173 is interested in selling a 1925 Model T. It is a roadster being restored. The price is \$2,500.00 firm. While this is not a typical FN ad it has to be the oldest Falcon we have had offered for sale.

Mark Summer, #1048, sent us a copy of the Falcon test report in the Feb., '82 issue of Special Interest Autos. I have this magazine and the article is very interesting. Auto Crafters, Ft. Calhoun, NE, 68023 (402) 426-9851 can get a copy to you for \$3.00 plus \$2.00 shipping. See their ad in last issue. I believe that this is the same Sprint that is shown in Ray Miller's new book.

Daniel J. Haines, #747, writes that a new magazine, Classis Sixties, is going to start up and that it should be of interest to some of us. Write Classic Sixties, PO Drawer 7157, Lakeland, FL 33807 if you are interested.

Thanks to Lou Williams, #94, my "THE

Falcon" has the stainless trim below the doors! Thanks Lou. Lou sent a great article on his latest Falcon and a super parts tip that we will try to get in print soon.

The Lone Star Chapter has been at work on the 4th Annual Falcon National Meet. They have produced a nifty looking poster that we will start printing for you soon.

The club store has the reproduction shop manual for the 1960 to 1963 including the V8 section. \$30.00 postpaid.

TIPS:

Danny Williams, #1093, writes that he has found a gas cap for the '60 to '63 that will fit without any drilling. It looks like the original except the bar is longer. It is a Motorcraft PN FC-825 or Ford PN DIFZ-9030C list at \$6.70. Another for the '64 and '65 wagons Sedan Delivery, and Ranchero is a Motorcraft, number not known, but the Ford PN is C4DZ-9030C.

We have another great tip from the expert Louis Ironside about rust but we can't print it until we have a better means to reproduce it.

FALCONS FOR SALE:

'65 Ranchero, deluxe, excellent condition, 50,000 actual miles. Lead from Tim Holman, 441 Sands Avenue, Monroe, Ohio 45050 (513) 539-7058

'64 Futura Convertible, 170 ci, 3 spd on column, factory air, 128,000 mi, runs good. White, new white top, red interior. Solid, stock, and complete. Have all service records, original manual and ID card. Current license and safety sticker. Good to fair condition. If I weren't pregnant I would not sell! (She really did say that!) Mrs. Candy Hendrix, 24822 Gosling, Spring, TX 77379 (713) 363-3669 (Best of luck Candy!...but I really don't think that's cause to sell)

'64 Sprint hardtop, new paint, rear bumper rechromed. All done except interior needs redone. Red inside and out. 289 standard shift on column. \$1,500.00. Kentucky car, excellent body. Jack Ridgeway, RR 1, Pinckneyville, Ill, 62274. (618) 357-8346

'64 Ranchero, 260 V8, Factory 4-spd, runs good, drives good. Rear qtrs need work. Bench seat. Maroon. Interior nice. \$900.00. Jack Ridgeway, RR 1, Pinckneyville, Ill 62274 (618) 357-8346

'63 Futura hardtop, black with red bucket seats, console, 4 spd. Rebuilt 260 not installed, detailed to show condition. Interior needs refinished, body needs minor work and paint. \$1,200.00. Car is now in Wray, Colorado. Rickey Dean, 118 Adcock Road, Hot Springs, Ark., 71913 (501) 624-5632

'63 4 dr sedan, no rust Florida car, 144 ci 6, auto. Interior great, runs super, \$1,745.00 / offer. Includes cover and parts. Brian Gallimore, #95, Lansing, MI 48910, (517) 372-9861

'63 Convertible: red with white top, red interior. Very good body. Tenn/Miss car. Auto, 6 cyl, runs good. \$2,500.00 Rodney Teeters, 1115 Saunders, Memphis, TN 38127 (901) 358-6243

'63 Sprint. White, black interior, bucket seats, console. Loaded with factory chrome: valve covers, oil cap, power steering container, console, wire wheel covers, interior trim. Both side mirrors and tach. 289 V8, was high performance but has weak compression now. Passed inspection Dec. 23, '82, liability insurance paid for next 6 months, new battery. Clinton Rogers, Rt 1, Box 305 W. University, Magnolia, Ark., 71753, (501) 234-5226 after 5 PM. \$1,250.00

'61 Ranchero, 6 cyl, stickshift, runs and drives. Needs some rear quarter work. \$500.00. Robert Slater, 212 S. Ballentine, Duquoin, Ill (618)

357-8346

#### PARTS FOR SALE:

'63 grille, used, in good condition, \$10.00; '64 grill, used, in good condition, \$10.00 includes left head light ring; 2 '63 V8 3 speed transmissions in good condition \$20.00 each. '64 rear end complete with axles and housing out of a 2 dr ht \$20.00. John Dee Baker, RD #2, Shippenville, PA, 16254 (814) 782-3173

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (Bronz frictions, steels) front and rear seals, sealing rings \$50.00. Specify engine size and year, bands \$25.00 each, adjustable modulator \$6.00, bushings, washers, pumps and misc. hard parts available Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194 (617) 449-2065 evenings.

Falcon upholstery fabric: we can now furnish new '60-68 seat upholstery fabric in most colors. This is the original woven fabric and comes in 60" (5 ft) widths. It is available at \$50.00 - \$60.00 per running yard (3' x 5'). Send us a small sample of your upholstery for price quotation. Or send us the year, model, series, and trim code number (obtain from data plate) for price and availability. (No solid vinyl upholstery available at this time). Obsolete Ford Parts Co: "The Old Reliable", Box 787, Nashville, GA 31639

Falcon Sprint decal, goes on the right chrome valve cover. \$4.50 plus .50 handling per order. Jim Lyle, PO Box 986, Warner Robins, GA 31099

New carpet sets for all Falcons. OEM specifications: 100% nylon loop curl with jute backing, heel pad, all std colors available \$105.00 postage pd. Send all information to Tom Massarel- li, #400, 10 Young Street, Pough-



keepsie, NY 12601 (914) 471-7769

NOS '62-65 Falcon seat covers,  
Factory original or fabricated with  
NOS materials. Complete sets quoted.

62-64 w/buckets \$375.00

64 buckets only \$260.00

62-64 w/bench \$325.00

62-64 bench front only \$200.00

62-64 vinyl/cloth low line \$200.00

62-63 Ranchero steerhead \$150.00

63-64 convertible top wells \$40.00,  
\$50.00

62-64 red, black original vinyl at  
\$20.00 yard

TL Auto Interiors

7869 Trumble Road

St. Clair, Mich, 48079

(313) 727-2486

New item: beautiful heavy duty  
vinyl fender covers. "Falcon" logo  
and slogan. Ready for shipment  
March 1st. \$15.00 each or \$29.00  
a pair. plus 15% shipping. Make  
check payable to Mary-Don Noska,  
133 Juniper, West Covina, Ca 91791

'62-65 Reproduced trunk mats, all  
models \$19.95 plus \$2.50 shipping.  
New '60-65 reproduced glove boxes  
as original, \$8.95 plus \$2.50 for  
shipping. '63-64 reproduced Sprint  
flag inserts, \$10.95 set of 4 plus  
\$2.50 shipping. All models: inter-  
ior plastic restored. Price varies  
per year. Barby Brunken, 6577  
Patrick, Dallas, TX 75214 (214)  
826-1207

Falcon NOS steering wheels: 1960 to  
63, black \$75.00; '64 black \$75.00;  
'65 black \$75.00; '65 blue \$75.00.  
Please add \$5.00 each for UPS 48  
states. Obsolete Ford Parts, "The  
Old Reliable", Box 787, Nashville,  
GA 31639

#### PARTS WANTED:

For '64: trunk lock cylinder and  
mounting bezel, good rear bumper,  
dash panel plastic and plain center  
caps for '68-69 GT wheels. Lou  
Williams, 18115 Middlebelt, Livonia,  
MI 48152

For '67 Sports Coupe: left front

fender, windshield, and any high-  
back bucket seats to replace the  
original seats; also need a '67 8-  
cylinder parts car or complete  
steering, suspension, and brake  
assemblies. Skip Goddard, 2625  
West Virginia, Tucson, AZ 85706  
(602) 883-0995

For '62 2 dr: Beige and white all  
vinyl interior door panels and bei-  
ge kick panels. For '60 wagon:  
cargo area rubber mat. Also want  
transmission tunnel hump for 4 spd  
w/Dagenham trans only. Interior  
parts must be NOS or excellent.  
Ron Juergens, 2625 Grindley Pk.,  
Dearborn, MI 48124 (313) 562-  
0161 AM only.

#### PARTING OUT:

Falcon parts? You bet! I special-  
ize in good to excellent used parts  
with many '64-65 cars in stock be-  
ing parted out and a fair selection  
of '60-63 parts cars in stock. My  
inventory changes weekly so send  
your requests with an SASE. Ed  
January, #1083, (503) 432-8347,  
Coburg Auto Recyclers, PO Box 8405,  
Coburg, OR 97401

Our selection of new and used parts  
has increased, and 63 Sprint and  
convertible parts are in good sup-  
ply at this time. We have just  
about anything you would need.  
Write and let us know what you need  
with an SASE. Or call (503) 252-  
6513. If we are not home, please  
leave message; we will return your  
call. Ron Boesl, 137 N.E. 109th  
Ave., Portland, OR 97220

#### LITERATURE:

'60-63 Falcon Shop Manual \$24.95;  
"Falcon" by Ray Miller \$26.50; '65,  
'66, '67, or '68 Falcon shop manuals  
\$24.95; Special Interest Autos #67  
includes 8 page '63 Sprint road test  
\$3.00; Fearsome Fords '59-'73 covers  
high performance Fords including  
Falcons \$12.50; '63 Falcon owner's  
manual \$6.95; '63-63½ spec. manual  
\$5.95. Add \$2.00 shipping per order.

Auto Krafters, Ft. Calhoun, NE 68023

Overstocked special: 1960 or 1961 service manuals, regularly \$18 to \$20, now \$10 each, 2 for \$18. Nice condition. Please allow for postage. I can provide service manuals, parts books, sales brochures, owners manuals, and wiring manuals for all years Falcons. Inquire your needs with SASE. Jim Lungwitz, 1927 Brookdale Dr., Colorado Springs, Co 80907

Book: The Ford Falcon 1960-1963 by Phil Cottrill. \$16.95 postpaid. Rigel, Inc., 2644 Capitol Trail, Newark, DE 19711

Book: Falcon! the new size Ford by Ray Miller. \$29.95 plus \$1.75 for handling. New Falcon poster \$3.95 plus \$1.75 handling (per order). The Evergreen Press, Box 1711, Oceanside, CA, 92054 MC & BA

#### SERVICES:

Plastic chrome plating using the original vacumm metalizing process, is available for all Falcons. Professionals replat your plastic interior parts, ie: gauge bezels, radio covers, glove box covers, A/C vents, etc. Model parts and custom plastic parts plating available. Call or write (SASE) for our 1983 price list brochure. Bob Heil, 8925 Bristol Ct., Ypsilanti, MI 48197 (313) 326-1858 days, (313) 485-4655 eves.

NOS, used, and reproduction parts and accessories. Specializing in '60-65 Ranchero. Parts locating and service available. Large, 2-stamp SASE please. Roy Thompson, 8422 E. Cortez, Scottsdale, AZ 85260 (602) 998-8624

#### CONTINUING SUPPLIERS DIRECTORY:

##### PARTS, NEW AND USED:

Ron Boesl, 137 N.E. 109th Ave., Portland, OR 97220 (503) 252-6513  
Ford Obsolete Parts Co., Box 787, Nashville, GA 31639 (912) 686-5101  
Falcon Parts Unlimited, 1765 Carmel Drive, Colorado Springs, CO (303) 591-2452

Roy Thompson, 8422 E. Cortez, Scottsdale, AZ 85260 (602) 998-8624  
Falcon Eddie, Jack Miller, 2830 Belden Dr., LA, CA 90068 (213) 463-0155

##### BUY, SELL, TRADE:

Rancheros and Falcons, 64 & 65 only, call Charlie (415) 651-1389 CA

##### LITERATURE:

Jim Lungwitz, 1927 Brookdale Dr., Colorado Springs, CO 80907 (303) 593-7029

Obsolete Ford Parts, Box 787, Nashville, GA 31639 (912) 686-5101

##### APPRAISALS AND RESTORATION

Louis J. Ironside, Box 872, Sterling Hts, MI 48077 Day (313) 492-5711, Res (313) 798-8803

##### TRANSMISSION

David Edwards, Box 245, Needham Hgts, MA 02194 (617) 449-2065 eves

##### UPHOLSTERY

TL Auto Interiors, 7869 Trumble Rd., St. Clair, MI 48079 (313) 727-2486

NEW MEMBERS: Please take a minute to call and introduce yourself if any of these new members might be your neighbor! We failed to note last month that we have gained another member from Europe! Welcome Arne Petzold of Oslo, Norway!

- 1306 Michael R. Allen, PO Box 370069, Decatur, GA 30037
- 1307 Roy M. Harris, Rt 2, Box 105A, Huddleston, VA 24104
- 1308 John Vondran, 186 Viscaya Dr., Pt Charlotte, FL 33952
- 1309 Peter J. Signer, 101 S. Colbert, Sherman, TX 75090
- 1310 Mark L. Murray, 7711-110th St., Gig Harbor, WA 98335
- 1311 Wayne T. Cottle, 193 Pike Ave., Jacksonville, AR 72076
- 1312 Edward Klein, 1085 Park Ave., New York, NY 10028
- 1313 Ronald W. Tuetken, 401 Burlington Ave., Colorado Springs, CO 80906
- 1314 Carl O. Hopkins, Box 1800, Troy, ME 04987
- 1315 Mary Y. Mainhart, 2228 Cortland St., Waynesboro, VA 22980

Welcome to the Falcon Club of America!

## FALCON FORUM:

Roger C. Roberts, PO Box 30914, Gahanna, Ohio, 43230, has the honor of starting this new section off. This section is open to any member who wants to put forth a great deal of effort and write an indepth article of Falcon history, technical matter, or what suits your fancy.

BIRD TALES AND OTHER TRIVIA  
by Roger C. Roberts

Before selling my collection of Hot Rod magazines last year I went through them one last time. There were several issues I found I could not part with. One contained the first road test of the 1960 Falcon. The very next issue had the first article on "hopping up" the Falcon six.

On the pages held together with by now brown cellophane tape (am I really that old?) were beautiful sights. The cover of the May, 1960, issue featured a bone stock Falcon surrounded by three highly detailed Falcon engines.

One carried three, inline, glass bowl Holley carbs on an aluminum intake. Next to it was an engine with the same carb set-up fed by a Paxton SN-60 super-charger. The last engine displayed six Hilbron fuel injectors and a like number of chrome plated tube headers (these last two engines were offered by AMT in model form as display engines in the 1962 Falcon and Comet model kits).

These engines still look nice after all these years. It's too bad that time has not erased the fact that each of these engines were "failures" in a way. Let me explain why in reverse order.

First, I must point out that these were the first modified Falcon sixes. They were built by two of Ford's most noted "outside development firms", Stroppe and Associates, of Los Angeles, and Holman-Moody, of Charlotte, North Carolina.

The fuel injected engine was used in Bill Burke's Bonneville streamliner the

"Pumpkin Seed". Modifications to the engine included an increase in displacement to 156 cubic inches, Isky cam and valve train, forged pistons, and Scintilla magneto.

Hilbron injector bodies from a foreign car application were used. In order to provide the needed flat mounting surface for the injectors the head was drastically modified. The stock intake manifold was milled off flush with the exhaust flange face. A 5/16 inch steel plate was then furnace blazed in it's place. Not backyard work!

"Pumpkin Seed" produced 187 hp at 6000 rpm on a diet of 25% nitro. The car set a class record with the Falcon engine: 205 mph. The next year Burke replaced the Falcon with a modified Nova four cylinder and set an even higher record.

Weak transmissions and the fact that sixes tend to vibrate apart when operated at high speeds for prolonged periods were the downfall of the second engine. Who in the FCA has not destroyed the first gear cluster in an early Falcon? In spite of this the Paxton firm did manage to push an otherwise stock 1960 Ranchero to 125.698 mph on the dry lake beds of Southern California.

Another such engine served Hot Rod photographer Erick Rickman for two years in his Comet wagon. This car had a beefed two speed automatic transmission! When the supercharged six was replaced by a Buick V8 Rickman found a cure for his constant headaches.

Now back to the multi-carbed engine. Ford first contracted Holman-Moody to work on the 144 for the upcoming NASCAR Compact Car Series (first event was held during Daytona Speed Week in 1960). The Falcons spent that year racing for second place against Corvairs. You can guess who finished second overall. First over all went to the Valiant with its Hyper-Pack equipped 170 cid slant six. The second generation of com-



pacts (F-85, Nova, Skylark, etc.) made the 1961 events such a mismatch that the series ended that year.

While I have no written information on the use of these Falcon engines in hydro-plane boat racing I do remember that they dominated their class. That was until someone started to run the Nova four.

Since the parts to build a tri-carb engine can still be purchased there is no need to go into great detail on the modifications made by Holman-Moody. Remember, they first worked on the 144 in 1959 and there have been some improvements since then. Neither the tri-carb or blown engine on the cover had headers, we Americans had not "discovered" them yet.

To return to 1960, the extra carbs bolt to an aluminum intake that is in turn secured to the top of the stock intake "log". Of course you have to first bore two holes, one centered between the intake passages that are paired at either end of the head. Holman-Moody used three re-jetted carbs from the 144, these were all they had to work with at the time.

Extra carbs tend to lower the amount of available vacuum in the intake manifold. This becomes a major problem with the Falcon since the stock distributor has vacuum advance only. Of course the answer is to design and use a mechanical advance distributor.

The next area of modification was the camshaft profile. The Falcon was designed for economy and the very "mild" grind stock cam proves it. Hot Rod does not give specs on the Holman-Moody cam but does state that the amount of timing overlap prevents its use on the street. All of the other engines mentioned used Isky E-2 camshafts and kits.

Final modifications were in the use of light weight lifters and tubular pushrods along with a .060 cut off the head's face. The first increases the rpm range and the second raises the

compression ratio from 8.4:1 to 9.4:1.

Corrected dynamometer readings for this Holman-Moody engine are 128 hp at 6,000 rpm (66 at 4150 stock, valve float at 4200), and 131 ft/lbs of torque at 4,000 rpm (113 stock). Top speed rose from 85 to 96 mph (Hyper-pack equipped Valiants can hit 105<sup>4</sup>), with a 0 to 60 time of 13.6 (16.1 stock).

Stroppe and Associates developed a similar 170 cid engine (128 hp at 6,000 rpm vs 72.3 at 4,000 stock). Ford had been interested in offering this tri-carb set-up as a highway performance package. Road tests of the time warn the first time compact car driver to allow for the extra passing time required at highway speeds.

Good idea! Reports on the modified 144 engine gives 50-70 mph times of 10.8 vs 16.3 stock. Since the package was never released it seems safe to say the Falcon automatic must have changed a few driving habits. Or am I wrong about the highway package never being released?

Sharp eyed readers of a later Hot Rod magazine article might have noticed a small but interesting one column article: Bell Auto Parts (of L.A.) had for sale an even hundred Ford produced performance packages for the 170 engine. (Note that many years before Bell had become the sole distributor for the famous Ardun head conversion for the flathead Ford. These were also sold through a small ad in Hot Rod magazine too!

Gone were the multi carbs, in their place was a re-jetted carb from the 223 Ford six. Other parts included were a complete head with higher compression ratio, mechanical advance distributor, camshaft, light weight valve train, and (honest) a heavy duty drive shaft. All for less than the price of the head.

Later Ford would again make plans to offer the tri-carb package, this

time with the rebirth of the Muscle Parts Program in 1970. To my knowledge these Autolite parts were not released.

Back tracking again, experiments with the small Ford six have continued over the years. An issue of Hot Rod (circa 1967) contained an excellent article on mounting side draft carbs to a 200 engine. The person behind this was Ak Miller (Ak would require several books to explain, let's just say he and hot rod Fords go back a long time).

This set-up obtained 68 miles per gallon in one test run by Ak. Mind you there was a lot of coasting down hills and other economy driving tricks used to get this figure. He was getting about 125 hp in any case.

Ak later built the Maverick that Ford evaluated the above mentioned Autolite package on. He next went into developing and producing propane conversions and turbo charging kits. You may contact him for more information on these. While you are doing that, ask him to show you the special head that Ford gave him to "play with", a SINGLE OVERHEAD, HEMI HEAD for the small Ford six! (be still my heart!).

That's the way it was back then. We would invest in our 144's and we

would really think that we had something. But back in the real world we were like Alice, running as hard as we could and staying in one place. Someday I'll rebuild my tri-carb 144, it'll look good for the coffee table.

Next: How Holman-Moody almost beat the "Texas Chicken Farmer" at his own game, and the very first V8 Falcon.

On down the road

Roger Craig Roberts  
FCA #175

LATE NEWS: The long awaited Falcon poster by Ray Miller and The Evergreen Press arrived. Twenty eight Falcons await your eyes! These are some of the same cars that are in Ray's book FALCON! the new size Ford. The color reproduction is beautiful. Each picture is labeled with the year and model number. No credit is given to the owners. I, in what I am beginning to think must be my own narrow mindness, was really disappointed in that the 1966 to 1970's were left out of the poster. They are available from The Evergreen Press at \$3.95 each plus \$1.75 handling. Box 1711, Oceanside, CA 92054. Order two, you won't be sorry. I got two, one for home and one for the office. The Evergreen Press will sell you 3 for \$10.00 plus handling.

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